BookletChart™

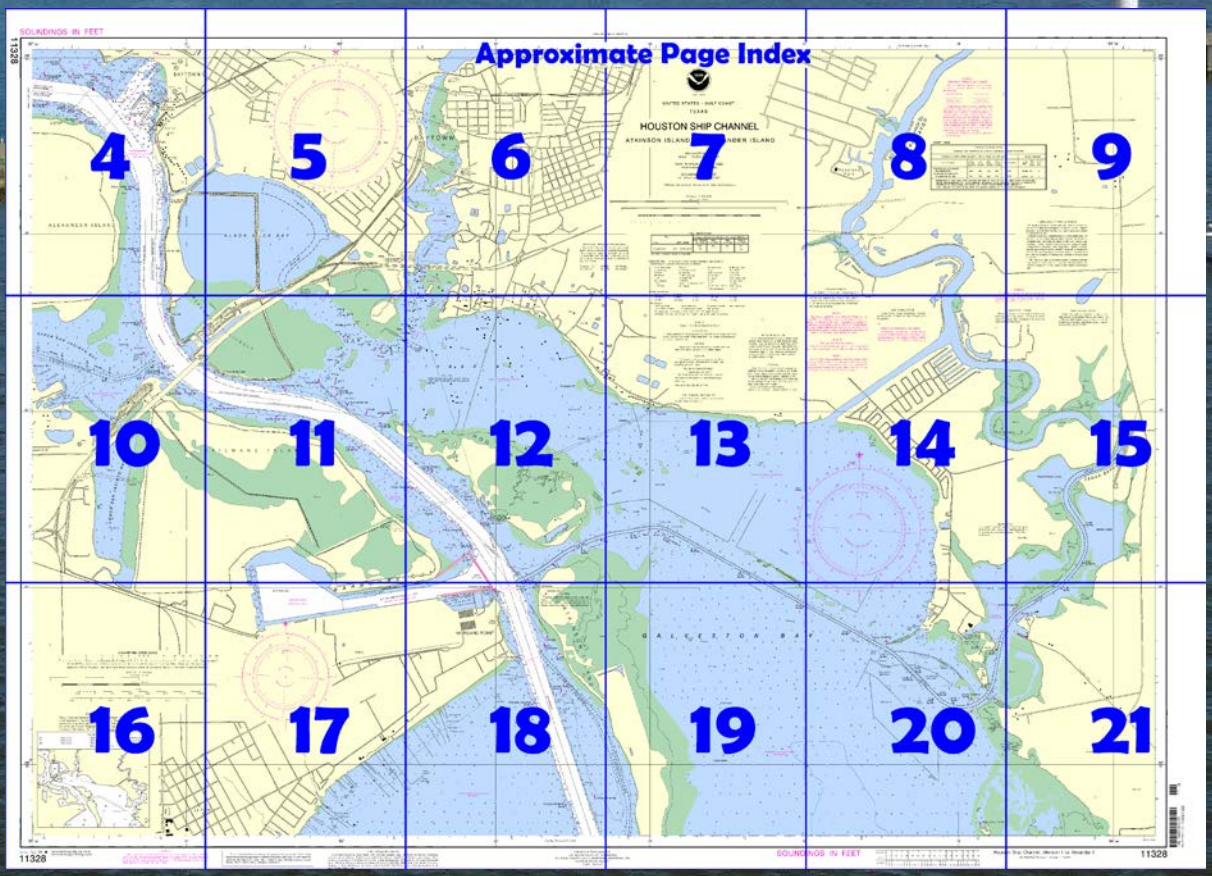
Houston Ship Channel Atkinson Island

NOAA Chart 11328

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

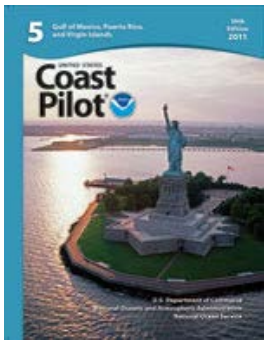
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11328



[Coast Pilot 5, Chapter 10 excerpts]
Galveston Bay is a large irregularly shaped shallow body of water on the coast of Texas, about 285 miles W from Southwest Pass and 690 miles NW from Dry Tortugas. The bay is about 30 miles long in a general NNE and SSW direction, about 17 miles wide at its widest part, and has general depths of 7 to 9 feet.
A highway bridge 9.7 miles above the entrance and a railroad bridge 13.4 miles above the entrance have fixed spans with a minimum clearance of 18 feet. In October 1982, the highway bridge was being modified to provide a clearance of 18 feet. A highway bridge crossing a cutoff between **Boaz Island** and the mainland has a 13-foot fixed span with a clearance of 6 feet. Only very small craft use the cutoff.
Shallow **Tabbs Bay** is at the NW end of Galveston Bay, and contains numerous oil well structures and overhead power cables. There are no defined channels; the average depth is reported to be less than 3 feet.
A channel from Houston Ship Channel follows the W end of **Hog Island** and Tabbs Bay to **Baytown** on the N shore. **Goose Creek** is navigable for craft drawing up to 5 feet to a highway bridge 2.8 miles above the entrance. The channel, unmarked and ill-defined, runs close aboard the N shore of the island N of the W end of Hog Island and leads to Goose Creek. Private poles and markers may at times mark the preferred route. Goose Creek contains numerous oil wells, pipelines, pilings, and other hazards; local knowledge is advised. The creek is used by oil well supply and commercial fishing vessels.
The highway bridge 2.8 miles above the entrance has a 48-foot fixed span with a clearance of 9 feet. Two highway and two railroad bridges between the entrance and this bridge have fixed spans with a minimum width of 32 feet and minimum clearance of 14 feet. Overhead power cables crossing the creek between the mouth and the highway bridge 2.8 miles above the entrance have a least clearance of 36 feet.
Barbours Cut, opposite Hog Island, extends about 1.2 miles W from Houston Ship Channel. A privately dredged area extends W about 0.6 mile into the cut from Houston Ship Channel. A turning basin, at the head of the cut and W of the dredged area, provides excellent shelter in depths of 20 to 26 feet for vessels up to 150 feet long.
Morgans Point is on the NW end of Galveston Bay on the W side of Houston Ship Channel. **La Porte,** a town 2 miles SW of Morgans Point, has rail and highway connections with other parts of the State.
Houston Ship Channel extends from Galveston Harbor across Galveston Bay and through parts of San Jacinto River and Buffalo Bayou to the city of Houston, a distance of 44 miles.
N of Bolivar Peninsula, spoil banks on both sides of the channel extend N to **Red Fish Bar**. About 1.5 miles below Red Fish Bar, a narrow channel marked at the entrance by Daybeacon 1, exits Houston Ship Channel to the W, leading to Dickinson Bayou. In March 1985, the controlling depth through the spoil bank was 6 feet. Along the NE side of Houston Ship Channel N of Red Fish Bar, several openings through the spoil bank permit passage into the NE portions of Galveston Bay. One of these, **Fivemile Cut,** about 8 miles above Red Fish Bar and E of Red Bluff is dredged. In January 2002, the controlling depth was 4.2 feet (4.6 feet at midchannel). The channel is marked by buoys.
The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 6.6 miles above the entrance jetties and just below Lighted Buoys 25 and 26. Situations resulting in collisions, groundings, and close quarters passing have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

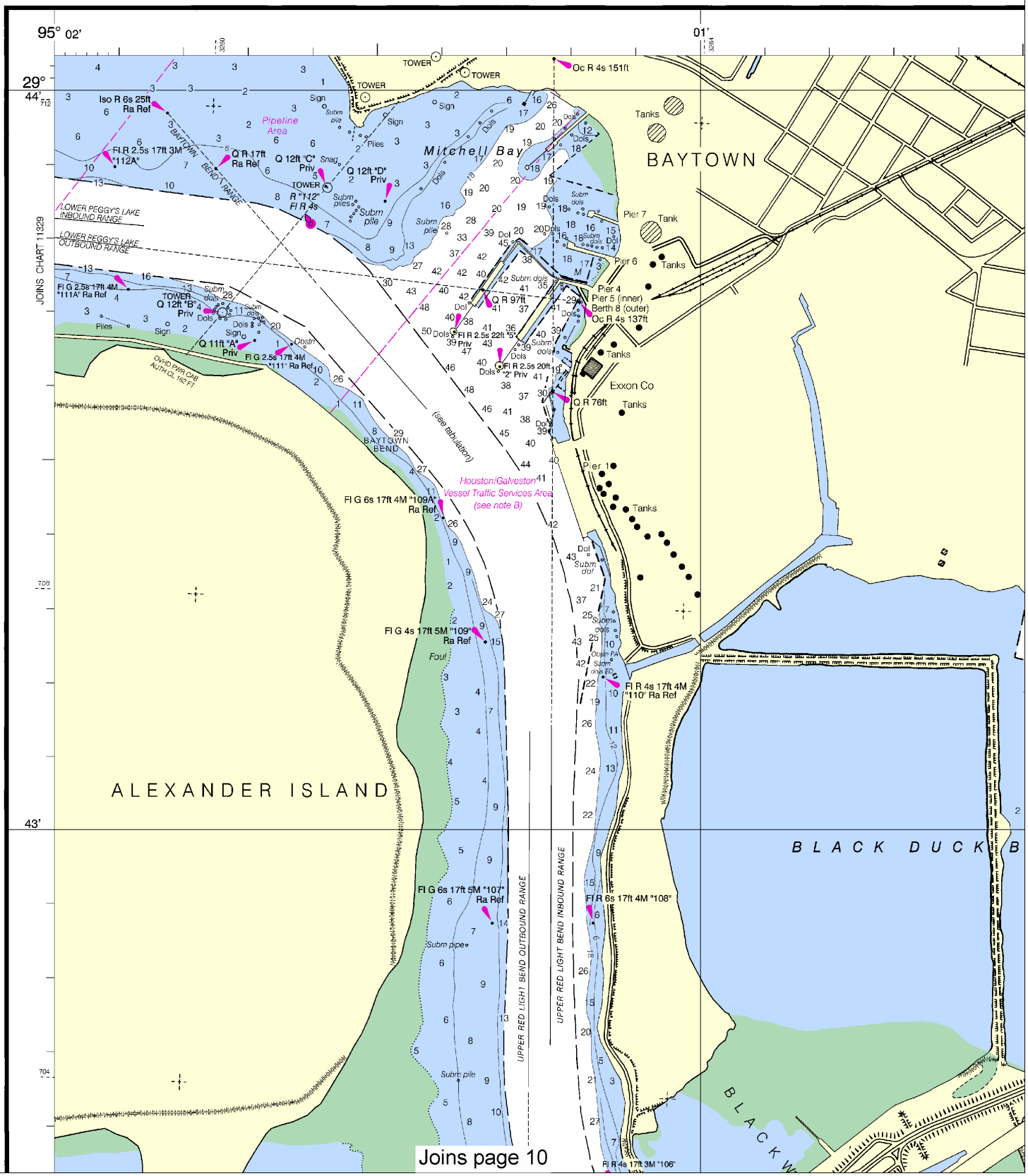
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.



Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

1st Ed., Apr. 1933 KAPP 82

58' 57'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

TEXAS

HOUSTON SHIP CHANNEL

ATKINSON ISLAND TO ALEXANDER ISLAND

Mercator Projection
Scale: 1:10,000 at Lat 29° 43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:10,000

Nautical Miles
½ 0 ½

Statute Miles
½ 0 ½

Yards
200 0 200 400 600 800 1000 1200

Meters
200 0 200 400 600 800 1000 1200

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Morgans Point	(29°41'N/094°59'W)	1.3	1.2	0.1

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso Isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicate
(2) Rocks that cover and uncover, with heights in feet above datum o

Joins page 13

ADIO BROADCASTS
Radio stations listed
us weather broadcasts.
is typically 20 to 40
antenna site, but can be
al miles for stations at

B-40 162.55 MHz
G-68 162.40 MHz

East James St
East Texas Ave
Roselan Park

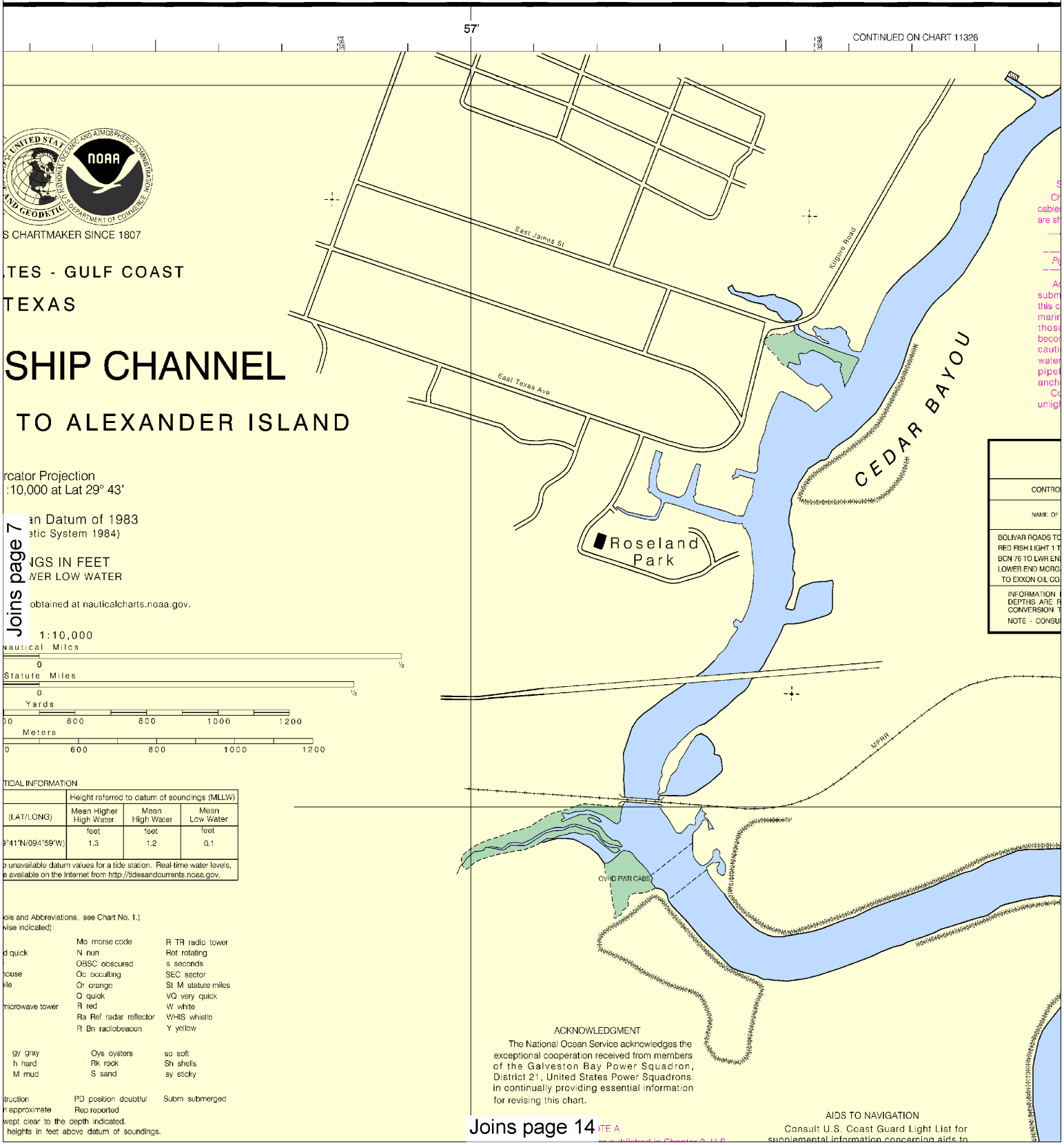
Joins page 8

OVHD PWR CABS

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

NOTE A



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

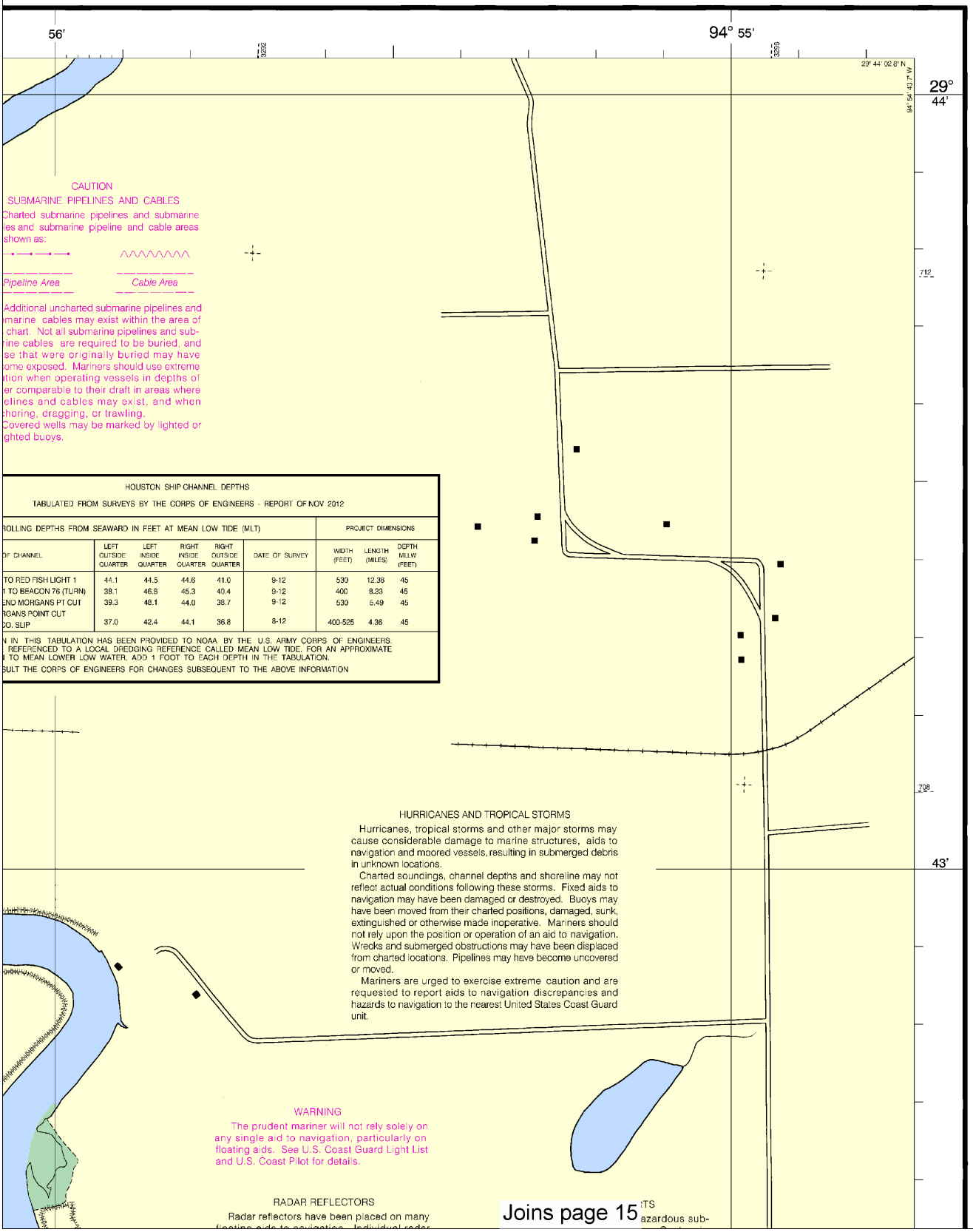
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

SOUNDINGS IN FEET



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine
les and submarine pipeline and cable areas
shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and
marine cables may exist within the area of
chart. Not all submarine pipelines and sub-
line cables are required to be buried, and
se that were originally buried may have
ome exposed. Mariners should use extreme
tion when operating vessels in depths of
er comparable to their draft in areas where
elines and cables may exist, and when
horing, dragging, or trawling.
Covered wells may be marked by lighted or
ghted buoys.

HOUSTON SHIP CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2012

ROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOW TIDE (MLT)						PROJECT DIMENSIONS		
OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (MILES)	DEPTH MLLW (FEET)
TO RED FISH LIGHT 1	44.1	44.5	44.6	41.0	9-12	530	12.38	45
1 TO BEACON 76 (TURN)	38.1	46.8	45.3	40.4	9-12	400	8.33	45
END MORGANS PT CUT	39.3	48.1	44.0	38.7	9-12	530	5.49	45
RGANS POINT CUT CO. SLIP	37.0	42.4	44.1	36.8	8-12	400-525	4.36	45

N IN THIS TABULATION HAS BEEN PROVIDED TO NOAA BY THE U.S. ARMY CORPS OF ENGINEERS.
REFERENCED TO A LOCAL DREDGING REFERENCE CALLED MEAN LOW TIDE. FOR AN APPROXIMATE
I TO MEAN LOWER LOW WATER, ADD 1 FOOT TO EACH DEPTH IN THE TABULATION.
SULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

WARNING

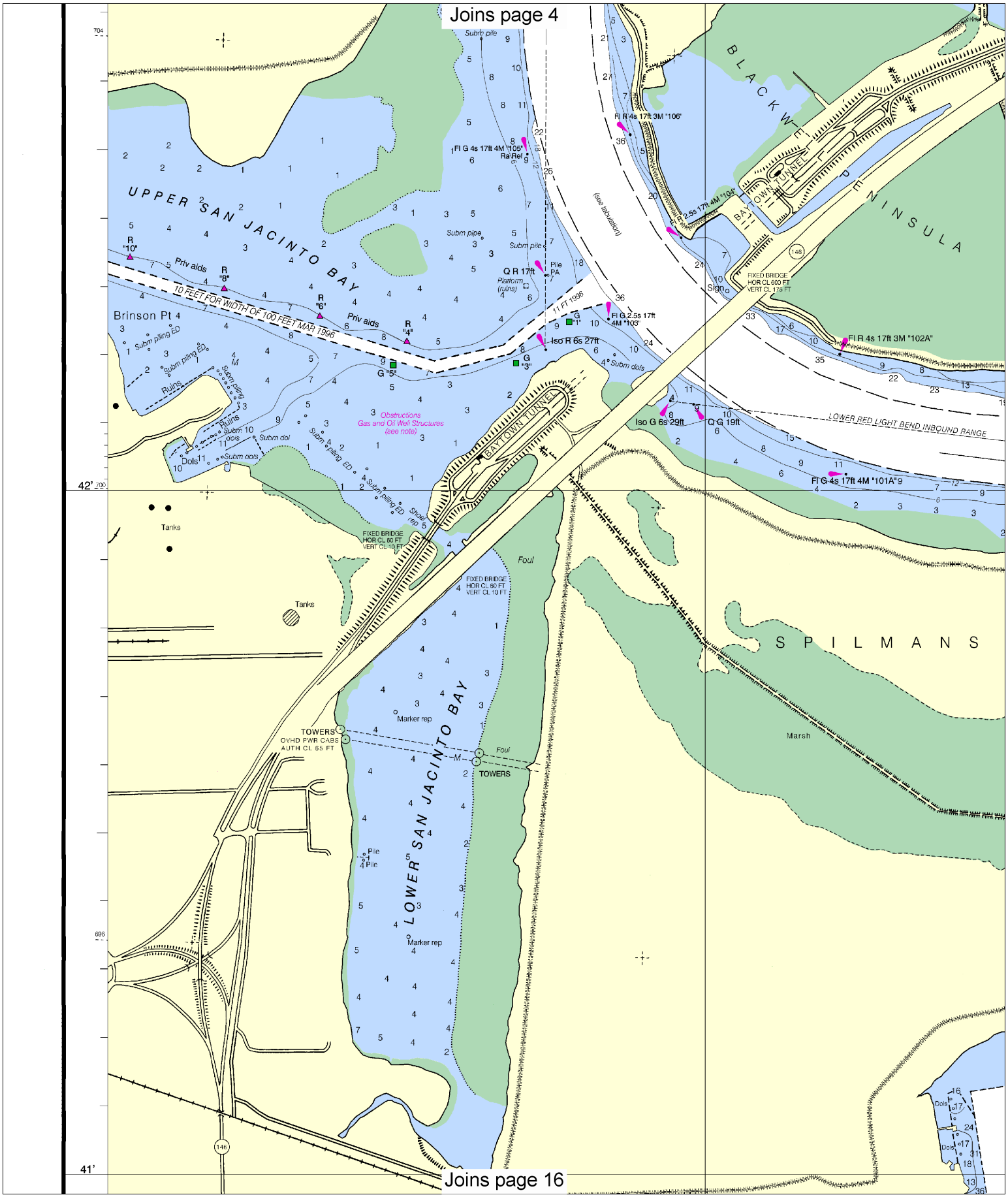
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many

Joins page 15

ITS
azardous sub-



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

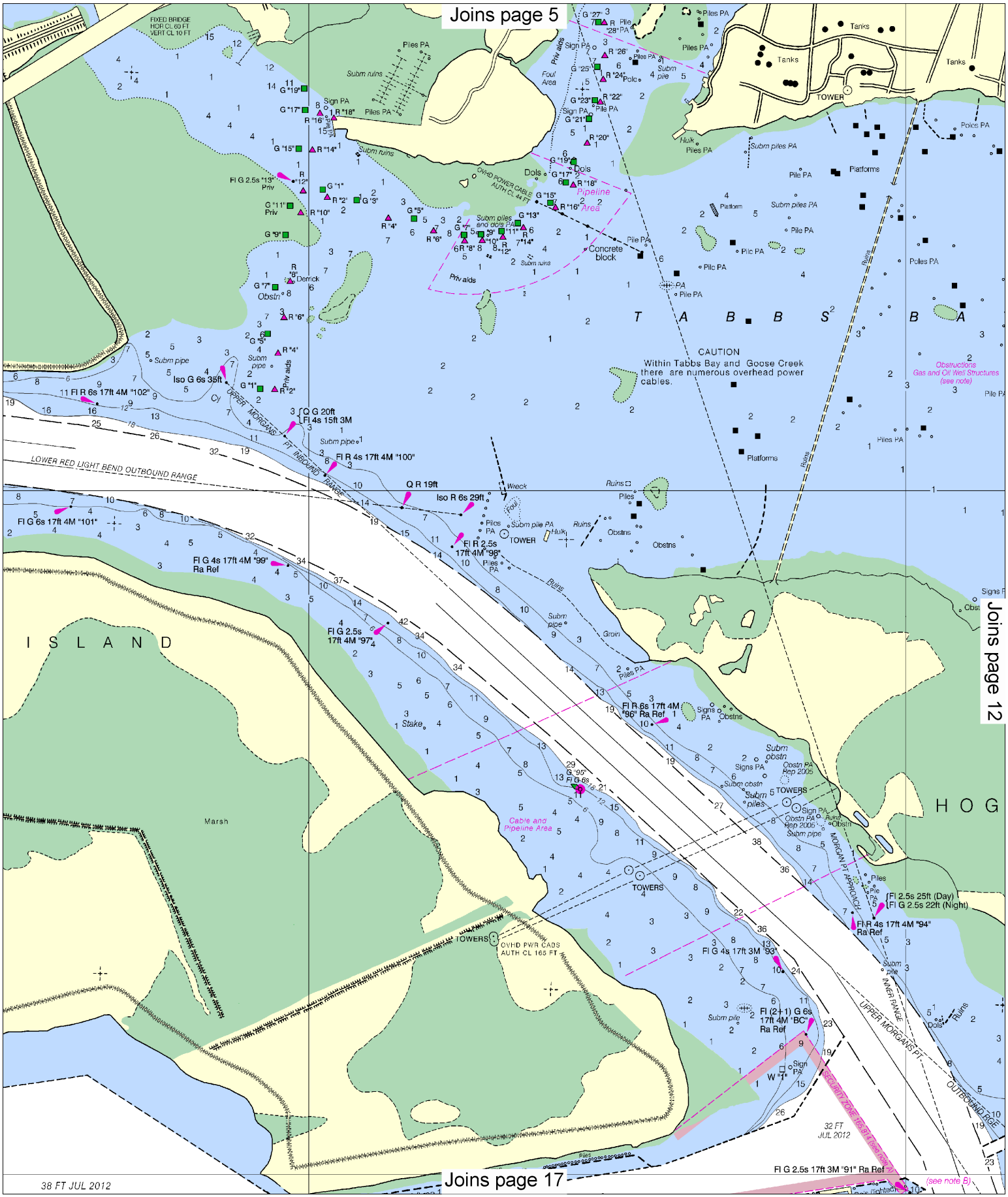
Nautical Miles

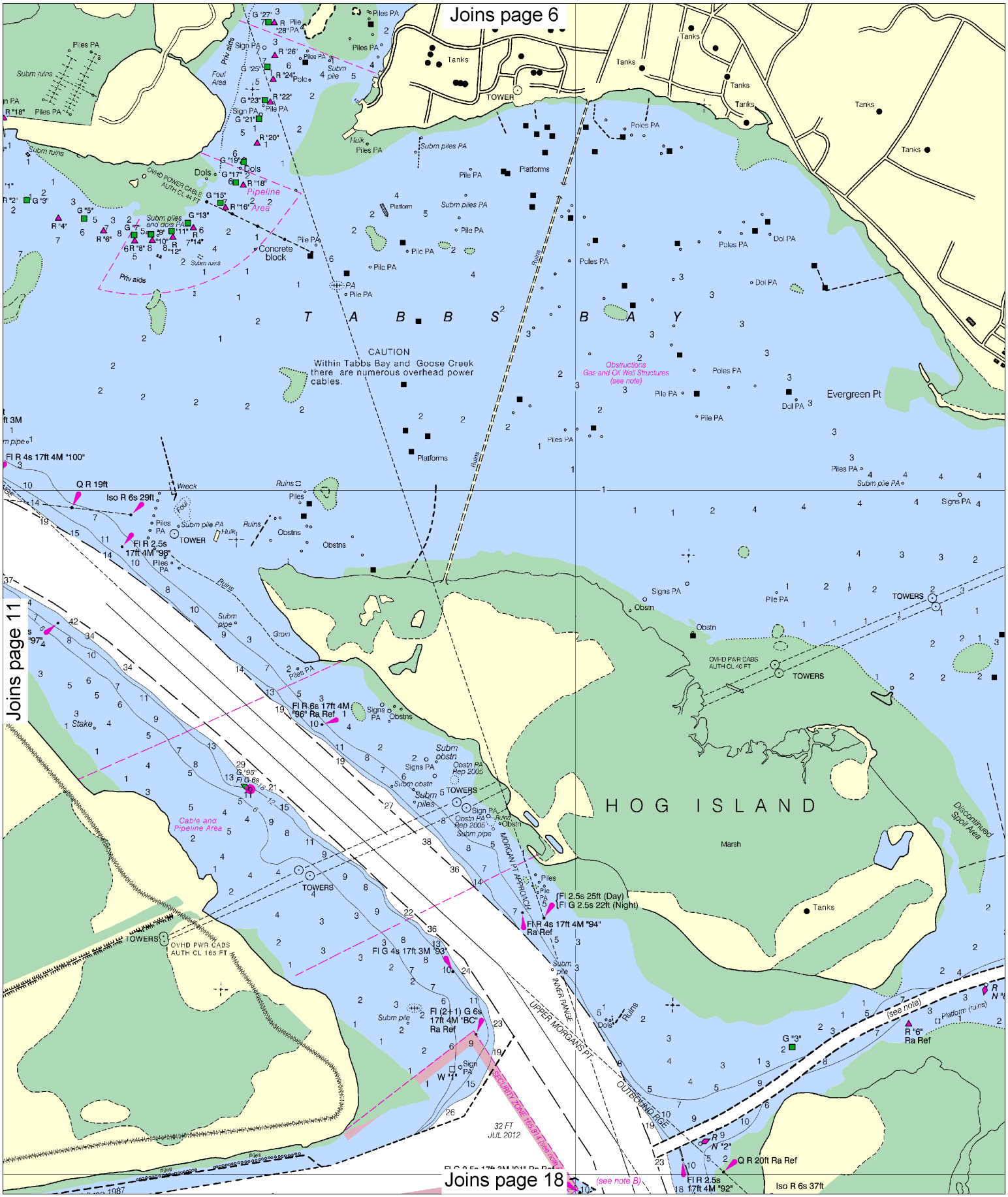
0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.


Joins page 5
FIXED BRIDGE HOR CL 60 FT VERT CL 10 FT
Piles PA
Subm ruins
Sign PA
Tanks
TOWER
Foul Area
Priv aids
Hulk
Subm piles PA
Platforms
Pile PA
Pipeline Area
OVHD POWER CABLE AUTH CL 44 FT
Dols
Concrete block
Subm piles and dolphins PA
Derrick
Obstn
Subm pipe
Priv aids
Fl G 2.5s "13" Priv
G "11" Priv
G "9"
G "7"
G "5"
G "1"
R "2"
R "4"
R "6"
R "8"
R "10"
R "12"
G "13"
G "15"
G "17"
G "19"
G "21"
G "23"
G "25"
G "27"
R "14"
R "16"
R "18"
R "20"
R "22"
R "24"
R "26"
R "28"
Iso G 6s 35ft
Fl R 6s 17ft 4M "102"
Q G 20ft
Fl 4s 15ft 3M
UPPER MORGANS PT INBOUND RANGE
Fl R 4s 17ft 4M "100"
LOWER RED LIGHT BEND OUTBOUND RANGE
Q R 19ft
Iso R 6s 29ft
Wreck
Ruins
Fl G 6s 17ft 4M "101"
Fl R 2.5s 17ft 4M "98"
Fl G 4s 17ft 4M "99" Ra Ref
Fl G 2.5s 17ft 4M "97"
Groin
Fl R 6s 17ft 4M "96" Ra Ref
Signs PA
Obstns
Subm obstn
Obstn PA Rep 2005
TOWERS
Subm piles
Cable and Pipeline Area
Fl G 6s
G "95"
MORGAN PT APPROACH
Fl (2+1) G 6s 17ft 4M "BC" Ra Ref
Fl G 4s 17ft 3M "93"
Fl R 4s 17ft 4M "94" Ra Ref
Fl (2.5s 25ft (Day)
Fl G 2.5s 22ft (Night)
INNER RANGE
UPPER MORGANS PT
OUTBOUND RANGE
SECURITY ZONE 15 SEP 11 SEP (see note A)
32 FT JUL 2012
Fl G 2.5s 17ft 3M "91" Ra Ref
(see note B)
CAUTION
Within Tabbs Bay and Goose Creek there are numerous overhead power cables.
Obstructions Gas and Oil Well Structures (see note)
T A B B S B A
I S L A N D
H O G
Marsh
Stake
OVHD PWR CABS AUTH CL 165 FT
Joins page 12
Joins page 17
38 FT JUL 2012



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

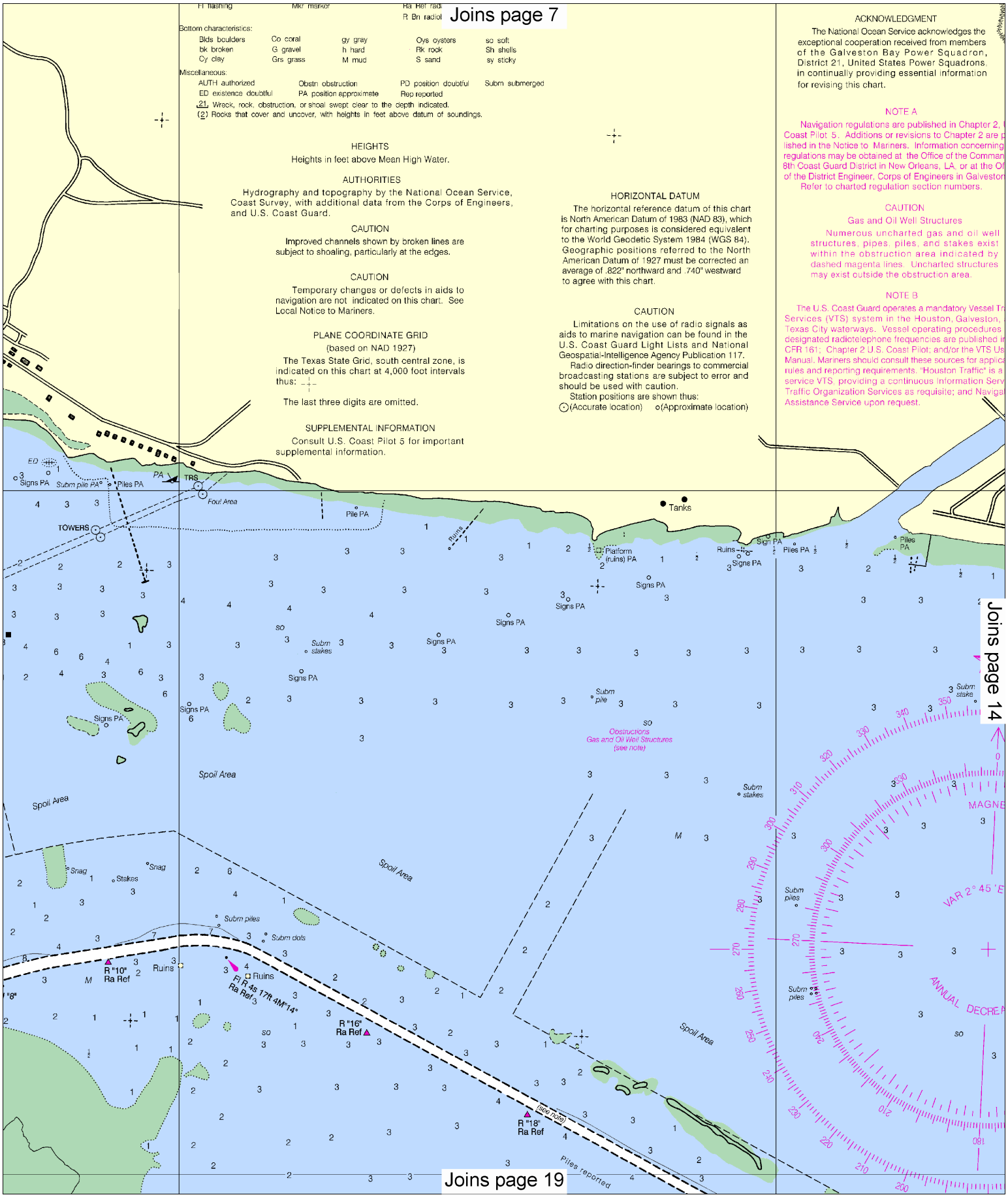
See Note on page 5.

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200


Joins page 7
Fl flashing
Mkr marker
Ra Ref radi
R Bn radiol
Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky
Miscellaneous:
AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged
21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
HEIGHTS
Heights in feet above Mean High Water.
AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
PLANE COORDINATE GRID
(based on NAD 1927)
The Texas State Grid, south central zone, is indicated on this chart at 4,000 foot intervals thus: -+-
The last three digits are omitted.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of .822" northward and .740" westward to agree with this chart.
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
ACKNOWLEDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.
NOTE A
Navigation regulations are published in Chapter 2, Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning regulations may be obtained at the Office of the Comman 8th Coast Guard District in New Orleans, LA, or at the Of of the District Engineer, Corps of Engineers in Galveston Refer to charted regulation section numbers.
CAUTION
Gas and Oil Well Structures
Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.
NOTE B
The U.S. Coast Guard operates a mandatory Vessel Tr Services (VTS) system in the Houston, Galveston, Texas City waterways. Vessel operating procedures designated radiotelephone frequencies are published in CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS Us Manual. Mariners should consult these sources for applica rules and reporting requirements. "Houston Traffic" is a service VTS, providing a continuous Information Serv Traffic Organization Services as requisite; and Naviga Assistance Service upon request.
ED
Signs PA
Subm pile PA
Piles PA
PA
TRS
Foul Area
TOWERS
Pile PA
Ruins
Tanks
Platform (ruins) PA
Sign PA
Piles PA
Subm stakes
Subm pile
Obstructions
Gas and Oil Well Structures
(see note)
Spoil Area
Snag
Stakes
Subm piles
Subm dols
R "10"
Ra Ref
Ruins
Fl R 4s 17ft 4M "14"
Ra Ref
R "16"
Ra Ref
(see note)
R "18"
Ra Ref
Piles reported
MAGNE
VAR 2° 45 'E
ANNUAL DECRE
Joins page 14
Joins page 19

Ra Ref radar reflector
R Bn radiobeacon
WHIS whistle
Y yellow

gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

truction
n approximate
PD position doubtful
Rep reported
Subm submerged
wept clear to the depth indicated.
heights in feet above datum of soundings.

HEIGHTS
feet above Mean High Water.

AUTHORITIES
ography by the National Ocean Service,
itional data from the Corps of Engineers,

CAUTION
annels shown by broken lines are
aling, particularly at the edges.

CAUTION
y changes or defects in aids to
not indicated on this chart. See
Mariners.

NE COORDINATE GRID
ased on NAD 1927)
tate Grid, south central zone, is
his chart at 4,000 foot intervals

e digits are omitted.

EMENTAL INFORMATION
.S. Coast Pilot 5 for important
information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of .822" northward and .740" westward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

Joins page 8

EDGMENT
The National Ocean Service acknowledges the exceptional cooperation received from members of the Galveston Bay Power Squadron, District 21, United States Power Squadrons, in continually providing essential information for revising this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA, or at the Office of the District Engineer, Corps of Engineers in Galveston, TX. Refer to charted regulation section numbers.

CAUTION

Gas and Oil Well Structures

Numerous uncharted gas and oil well structures, pipes, piles, and stakes exist within the obstruction area indicated by dashed magenta lines. Uncharted structures may exist outside the obstruction area.

NOTE B

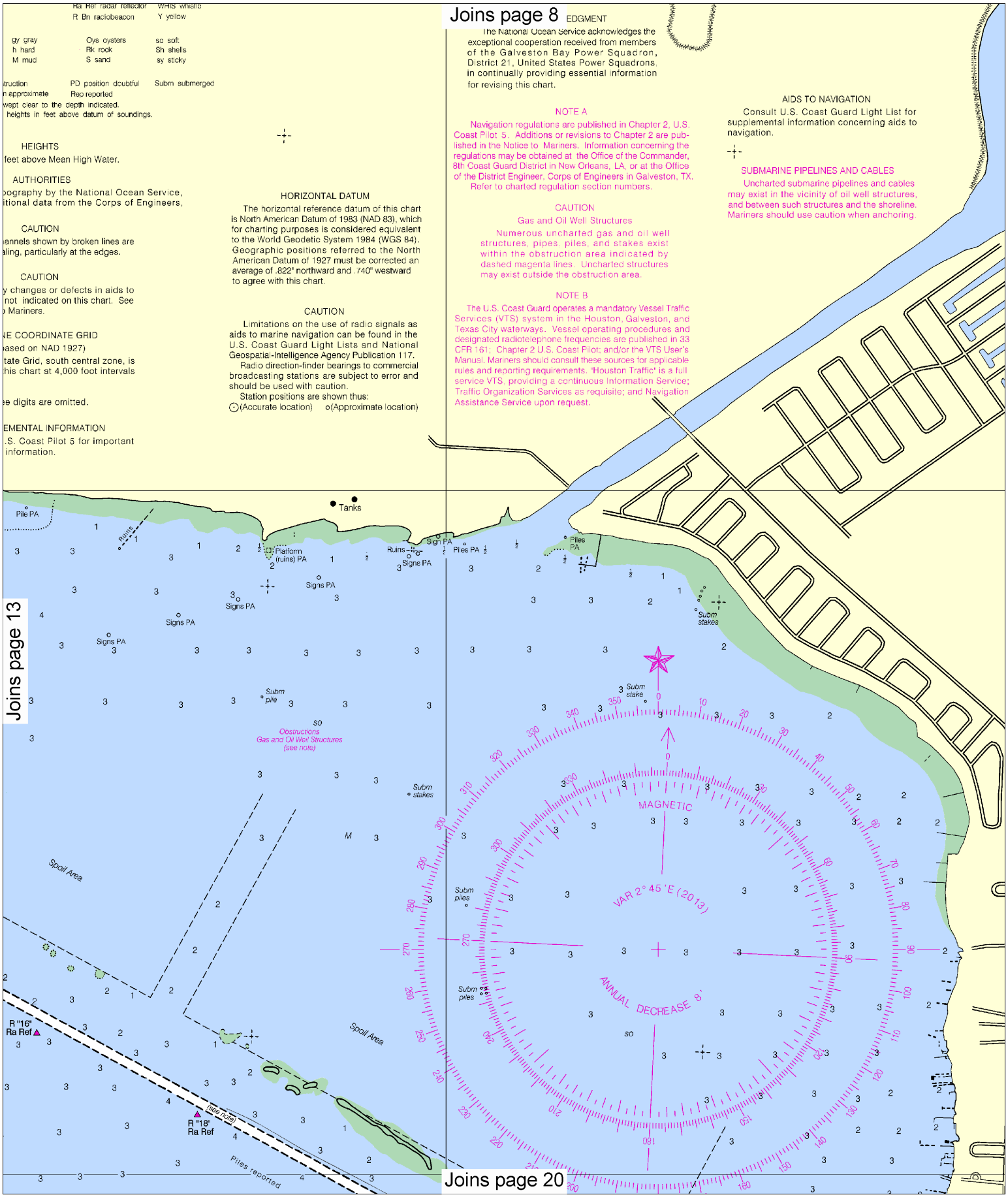
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the Houston, Galveston, and Texas City waterways. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161; Chapter 2 U.S. Coast Pilot; and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. "Houston Traffic" is a full service VTS, providing a continuous Information Service; Traffic Organization Services as requisite; and Navigation Assistance Service upon request.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUBMARINE PIPELINES AND CABLES

Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring.

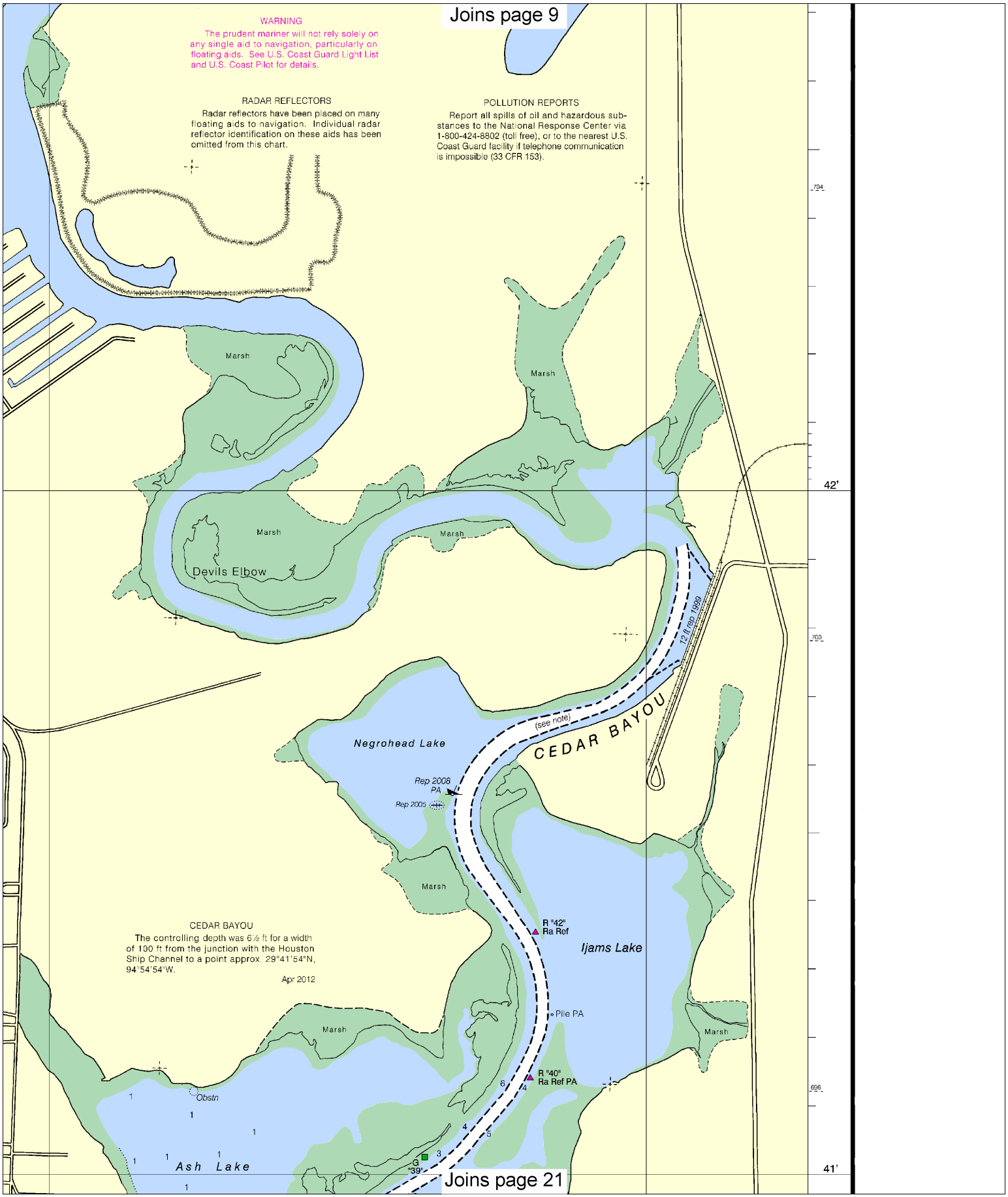


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0

Yards
200 0 200 400 600 800 1000 1200


Joins page 9
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
Marsh
Marsh
Marsh
Marsh
Devils Elbow
42'
704
700
696
12 ft rep 1999
(see note)
CEDAR BAYOU
Negrohead Lake
Rep 2008
PA
Rep 2005
Marsh
R "42"
Ra Ref
Ijams Lake
Pile PA
Marsh
Marsh
R "40"
Ra Ref PA
CEDAR BAYOU
The controlling depth was 6½ ft for a width of 100 ft from the junction with the Houston Ship Channel to a point approx. 29°41'54"N, 94°54'54"W.
Apr 2012
Obstn
Ash Lake
G
"39"
41'
Joins page 21

Joins page 10

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:10,000

Nautical Miles

½ 0 ½

Statute Miles

½ 0 ½

Yards

200 0 200 400 600 800 1000 1200

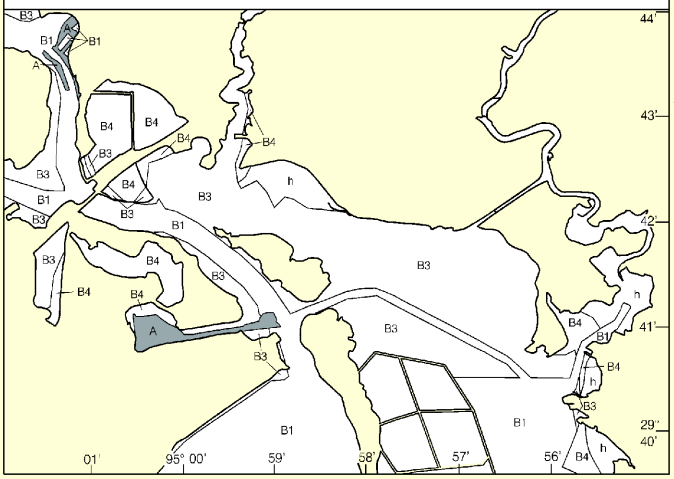
Meters

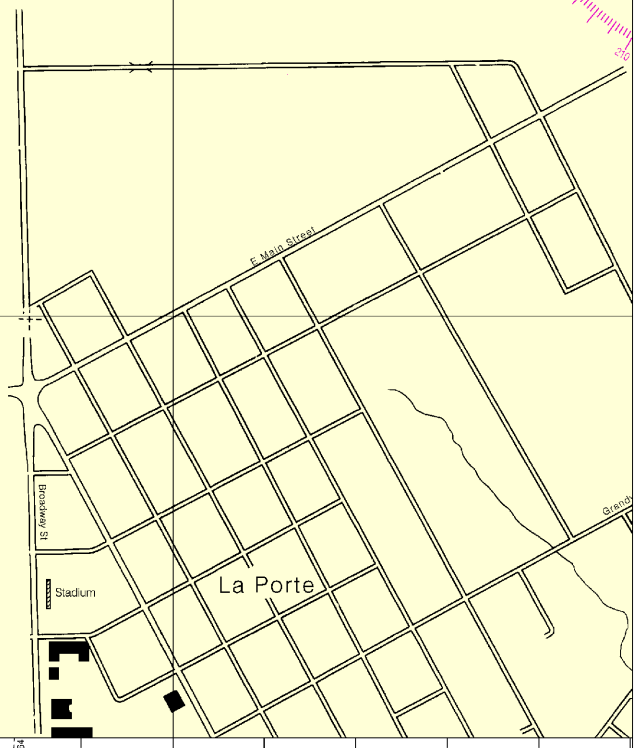
200 0 200 400 600 800 1000 1200

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE			
A	1990-2001	NOS Surveys	Full Bottom Coverage
B1	1990-2000	NOS Surveys	Partial Bottom Coverage
B3	1940-1969	NOS Surveys	Partial Bottom Coverage
B4	1900-1939	NOS Surveys	Partial Bottom Coverage
h		Miscellaneous Surveys	





95° 02' 00.0" W
29° 39' 35.8" N

95° 02'
01'
29° 40'

27th Ed., Jan. /13 ■ Corrected through NM Jan. 12/13
Corrected through LNM Jan. 01/13

11328

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote sa
Ocean Service encourages users to submit corrections, a
improving this chart to the Chief, Marine Chart Division
Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

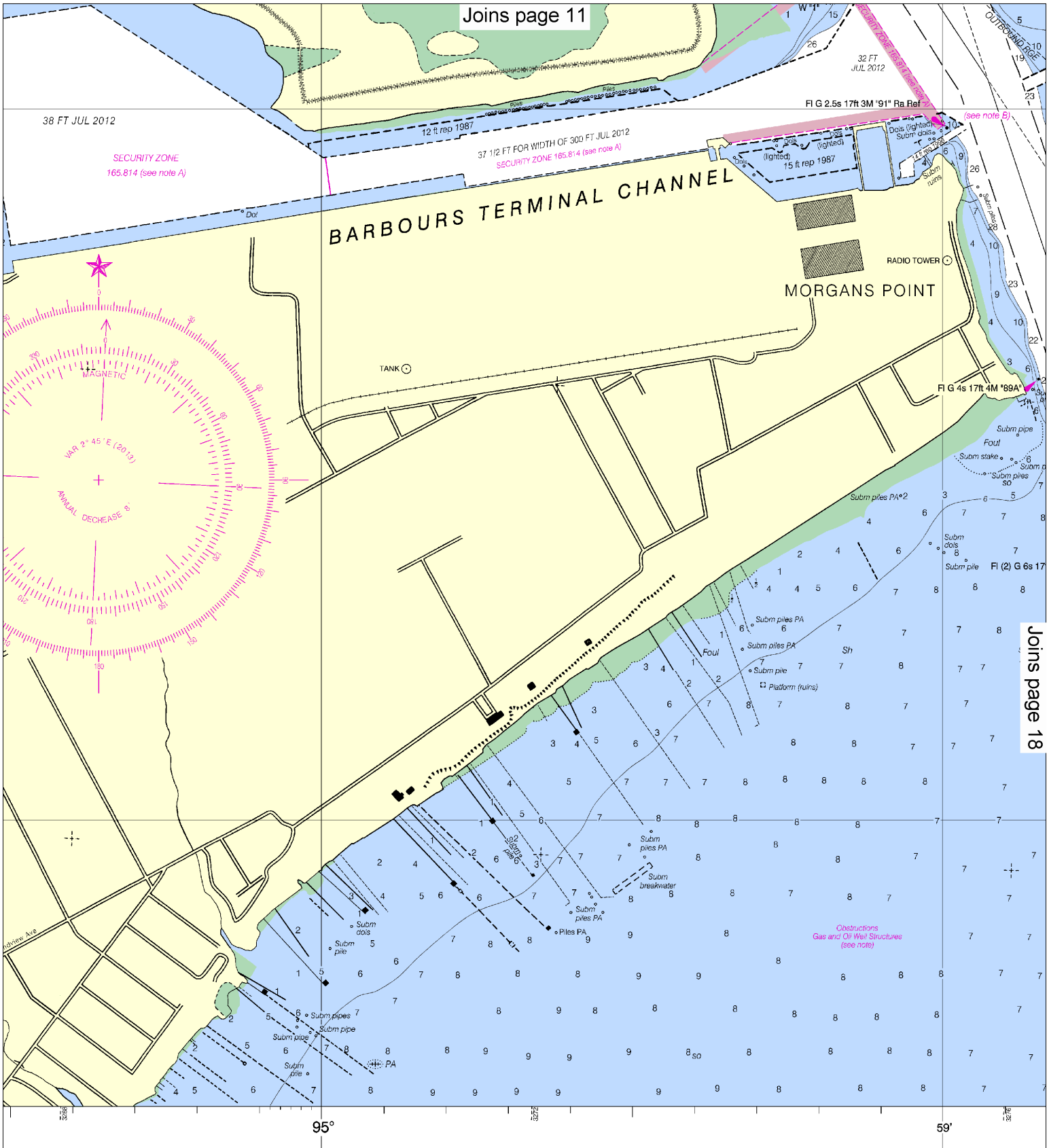
Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

~~Nautical Miles~~

0

Yards

200 0 200 400 600 800 1000 1200



safe navigation. The National additions, or comments for on (N/CS2), National Ocean

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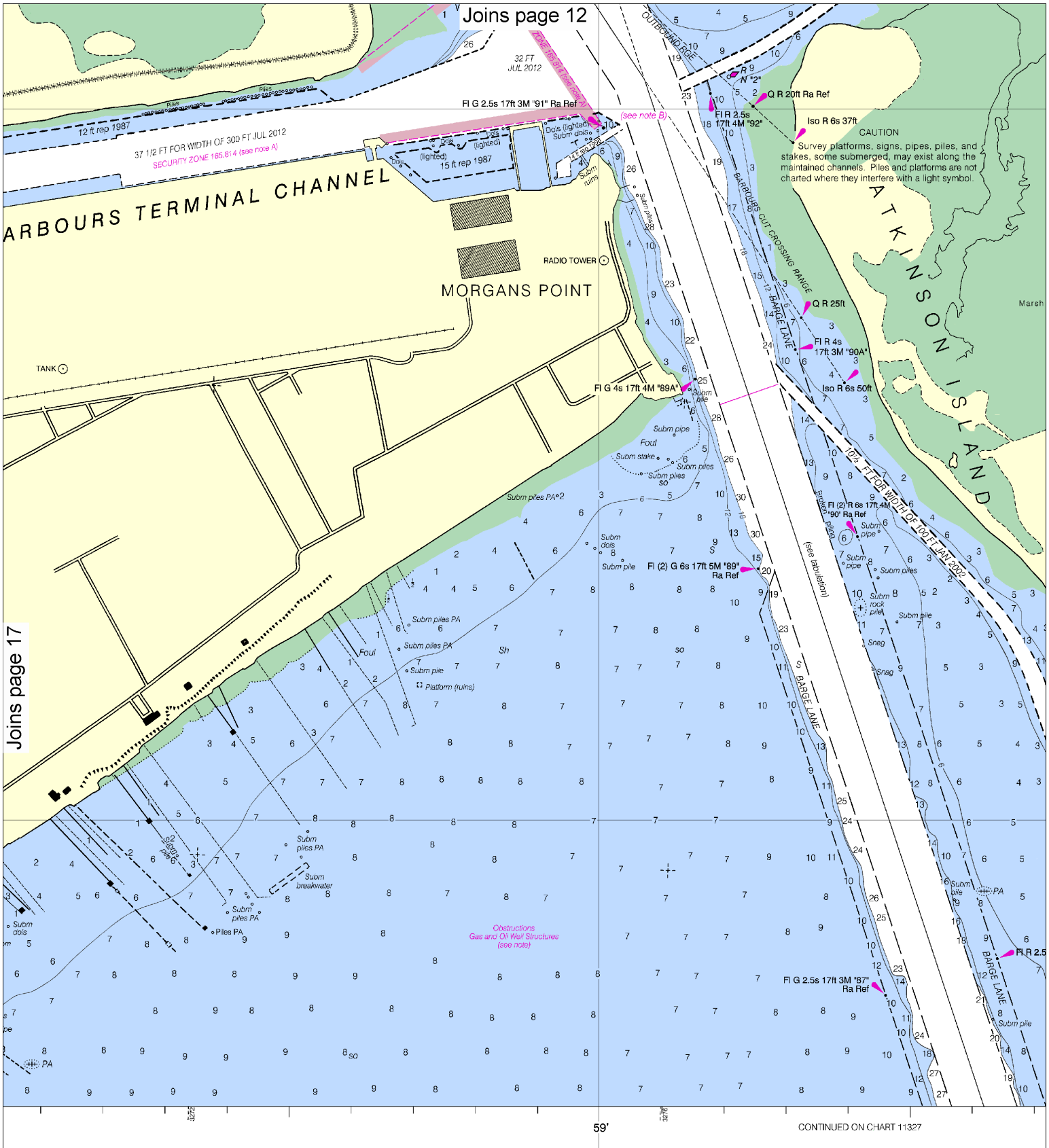

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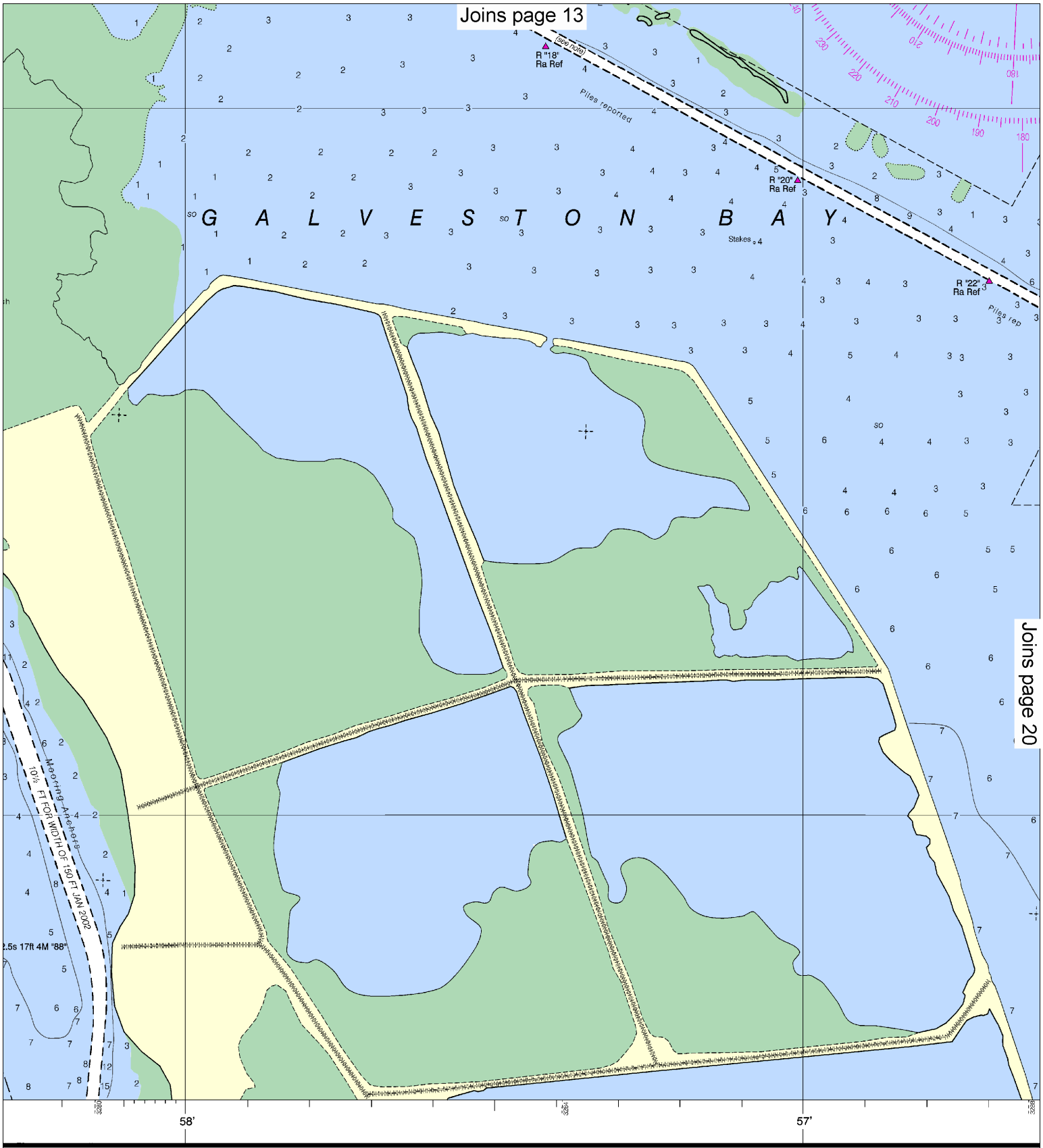
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~ See Note on page 5.

Nautical Miles
0
Yards
200 0 200 400 600 800 1000 1200



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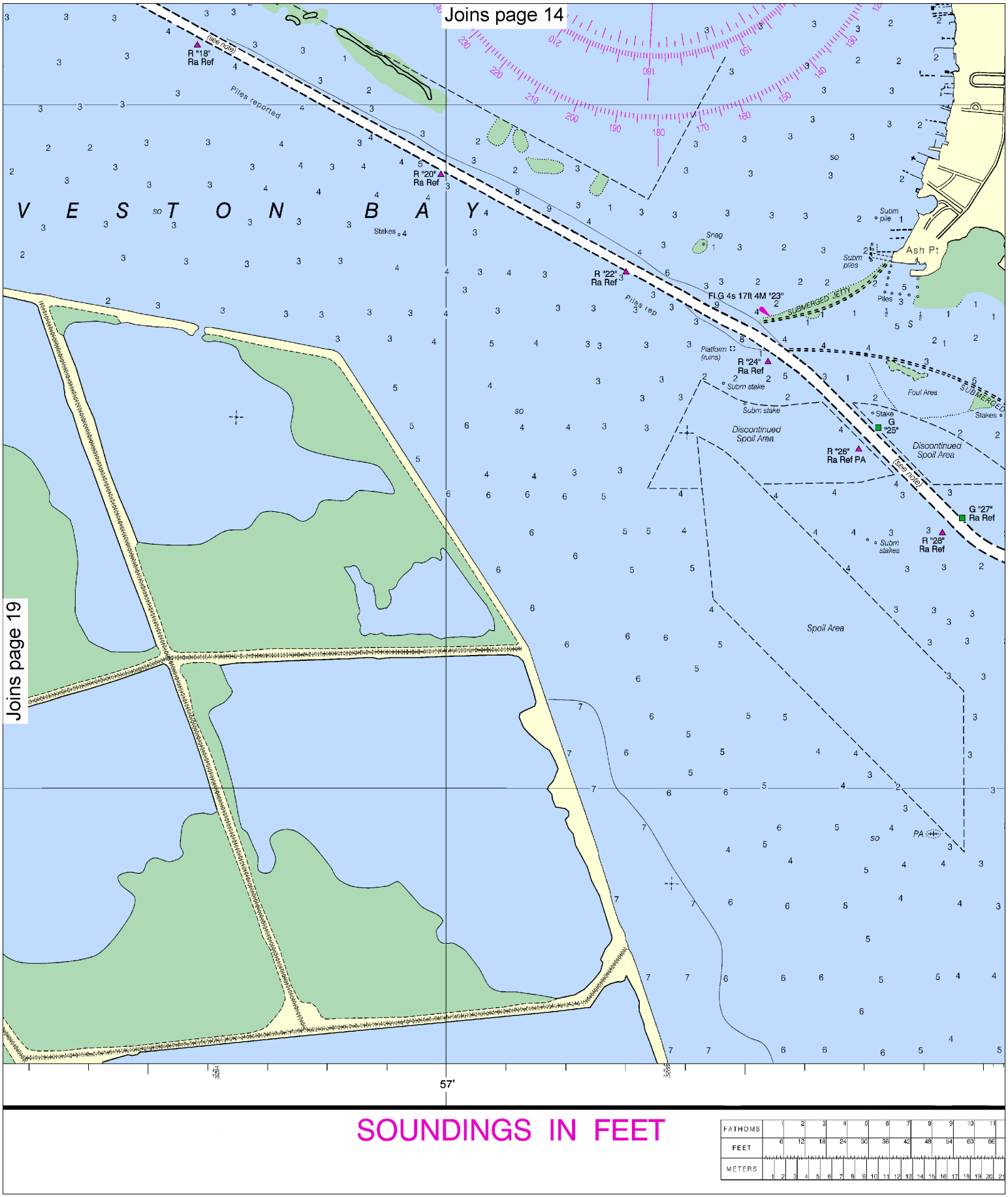
VICE

SOUNDINGS IN FEET



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:10,000~~

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200

See Note on page 5.

Houston Ship Channel, Atkinson I to Alexander I

SOUNDINGS IN FEET - SCALE 1:10,000

11328

EDITION 27
NSN 7642014010123
NGA REFERENCE NO. 11AHA11328

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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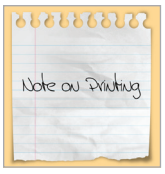

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